



# How were alignments identified?

Multiple alternatives were considered, including widening to three, five or seven lanes; adding transit; and improving other area roads.

An alternative to widen S.R. 108 to five lanes was identified as the best option to meet transportation needs through 2035. Two five-lane alignments were carried forward for detailed analysis:

- **West Alignment:** This alignment widens S.R. 108 to the west throughout most of the corridor. It was developed in an attempt to reduce the number of relocations to residents and businesses along one entire side of the corridor.  
*This alternative has fewer overall private property impacts.*
- **Minimize 4(f) Impacts Alignment:** Section 4(f) of the Department of Transportation Act of 1966 requires special consideration of properties eligible for listing on the National Register of Historic Places. This alignment would widen S.R. 108 to each side at various locations to avoid eligible 4(f) properties along the corridor.  
*Because it has the least impact to 4(f) properties, this alignment has been identified by UDOT as their preferred alternative in the Draft Environmental Impact Statement. FHWA has not yet made a decision on which, if any, alternative to implement.*

